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COUNTRY Czechoslovakia REPORT NO. 25X1TOPIC Pilsen Airfield25X1  
25X1EVALUATION 25X1 PLACE OBTAINED 25X1DATE OF CONTENT 25X1DATE OBTAINED 25X1 PREPARED 8 September 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between March and September 1951, there was little air activity over the airfield southwest of Pilsen (N 50/L 04). On some days, no flights were made. Individual flights were conducted by biplanes, low-wing monoplanes. Individual and formation flying was practiced by up to 3 twin-engine low-wing monoplanes with single rudder assembly and glassed in cabin in the nose. The noise of aircraft engines was heard. The aircraft observed flying during the daytime bore the Czech national emblem. No jet aircraft were observed over Pilsen airfield. However, jet aircraft were repeatedly seen over the town of Pilsen.<sup>1</sup>

2. Between mid 1952 and March 1953, a Czech unit with twin-engine aircraft, and at a separate dispersal area, other aircraft (which were referred to as police aircraft), were stationed at the field southwest of Pilsen. About 10 twin-engine aircraft with tapering wings, clumsy looking fuselage, glassed-in nose and with the Czech national emblem were observed. The aircraft referred to as police aircraft were single-engine high-wing monoplanes with radial engines, nose wheels, red noses and bearing the Czech national emblem. Every day at about 8 a.m., twin-engine aircraft took off and made dives, low-level flights and formation flights with up to 9 aircraft. The police aircraft usually took off very early in the morning and headed individually or in groups of twos toward the west. It is alleged that they made border patrol flights of 1 1/2 to 2 hours duration each.<sup>2</sup>

3. The airfield extended to the east almost as far as the road, which leads west of Bory prison to the southwest. It extended to the north approximately as far as 300 meters south of the Skoda Works and to the northwest as far as the road leading from Pilsen to Sulkovske Doly (N 50/L 03). The southern border of the field could not be definitely observed. It apparently was just north of the road leading from Sulkovske Doly eastward toward Pilsen. This is borne out by the fact that a barbed wire fence about 2 meters high extended in this direction. There was no spur track observed. 25X1 observed that railroad tank cars sitting on a special

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chassis of prime movers were moved on the road west of the Skoda Plant to the northern edge of the field. Two approach roads, each about 5 meters wide, branched off from the Pilsen - Sulkovske Doly road, which runs west of the field. There were no concrete runway or taxiways observed at the field. The landing field had a firm grass cover. Three hangars were located along the southern edge of the landing field. Southwest of the hangars at the edge of the woods in November 1952, construction work was being performed on a large installation, which at that time extended some meters above the ground. A group of three-story barracks-like brick buildings was observed along the northern edge of the field. One of the buildings had a four-cornered flat tower on its top.

4. There were no Soviet soldiers or officers observed near the vicinity of the field. In early October 1952, jet aircraft with swept-back wings, very high rudder and elevator assemblies and a jet exhaust in the tail, but without a break in the underside of the fuselage at this point, flew over Sulkovske Doly toward the south at an altitude of about 150 meters. After that date, jet aircraft were continuously observed flying over Sulkovske Doly and to the south where an airfield was assumed to be located. The aircraft flew in groups of 3, 6 and up to 9, usually circling widely south of Pilsen and up to an altitude of 2,000 meters.
5. On one day during the middle of October 1952, air activity observed over the field southwest of Pilsen included individual and formation flying by the twin-engine aircraft as described before in this report and gliding and parachuting. Some of the gliders were towed by biplanes which were apparently stationed at another airfield. The parachutists jumped from around 10 of the transports which were also stationed at another airfield. From 18 to 20 men jumped from each aircraft at altitudes of between 500 and 600 meters. Air activity was concluded by 9 V-formations of nine aircraft each which flew over the field at an altitude of 400 to 500 meters.
6. Between 13 November 1952 and 8 March 1953, air activity was continuously conducted by twin-engine aircraft and two types of jets in the area southwest of Pilsen. The twin-engine aircraft were low-wing monoplanes with radial engines, clumsy looking fuselages and double rudder assemblies. One of the two types of jets was a mid-wing monoplane with swept-back wings and high rudder and elevator assembly. The other jet type had a pronounced break on the underside of the fuselage at the point where the exhaust ended. One third of the jet aircraft observed had this pronounced break. All planes bore the Czech national emblem. <sup>2 and 4</sup>

- 25X1 1. ☐ Comment. This information agrees with previous reports covering the same period.
- 25X1 2. ☐ Comment. The type of the aircraft observed at Pilsen airfield cannot be determined from the vague description. It is believed that the twin-engine aircraft with double rudder assemblies are Siebel-204s. The "police" aircraft belong to SNB units for border patrol missions. The jet aircraft observed are MIG-15s <sup>25X1</sup> and probably Yak-17s of the Czechoslovakian fighter regiments stationed in Dobruška.
- 25X1 3. ☐ Comment. The description of the airfield and a sketch ☐ but not forwarded, agrees with available information. The construction of a new installation southwest of the three hangars is reported for the first time.
- 25X1 4. ☐ Comment. The occupation of the airfield by a SNB unit is known from previous reports. The assumed Siebel-type aircraft may belong to a Czechoslovakian Air Force training unit or a Czechoslovakian ground attack unit.

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